

HOOD CANAL BRIDGE NEWS



West-Half Retrofit and East-Half Replacement Project

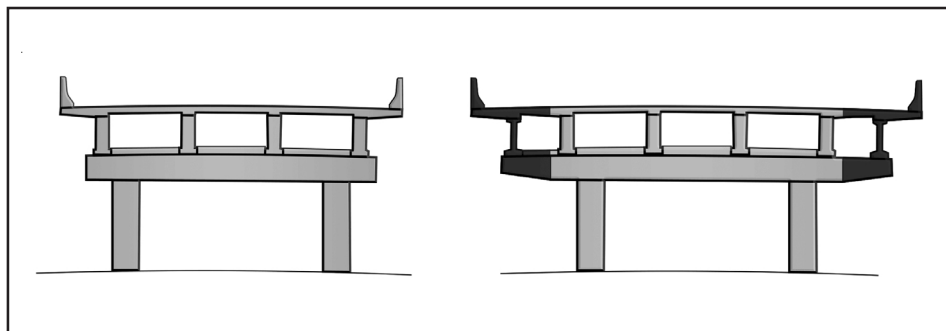
March 2004

March remains graving site target

The Washington State Department of Transportation continues to work toward restarting the graving dock construction effort through ongoing consultation with Lower Elwha Klallam Tribe officials, Federal Highways Administration, State Historic Preservation Office and the US Army Corps of Engineers.

The WSDOT is targeting early March for signing of a memorandum of agreement with the parties involved. The memorandum will detail archeological plans for the site, as well as when and how work can re-start on the project. Approximately 140,000 cubic yards of material remains to be excavated and removed from the site during the building of the large on-shore dry-dock type facility.

Construction work uncovered archaeological items in mid-August 2003 during site excavation. Graving dock construction was suspended while department officials initiated consultation processes with Lower Elwha Klallam Tribe officials to ensure appropriate site management and a thorough accounting of archaeological items.



The graphical illustrations above show the current dimensions of the Hood Canal Bridge (left) and the expanded bridge deck, including the 8-foot shoulders (right).

Plans call for possible April west-half HCB widening

Later this spring, possibly April, crews will begin widening the west half of the State Route 104 Hood Canal Bridge - impacting traffic across the bridge.

Current plans call for completing the widening of the western floating section's south side next spring and completing the north side by late fall 2005.

Initially, crews will place a temporary barrier on the bridge's floating section to protect vehicles crossing the bridge and

to create a work area. This will temporarily reduce lane width from 12 feet to 11 feet and it will reduce shoulder width from 3 feet to a foot. Wide-load and pedestrian traffic will be restricted across the bridge during this phase. The narrower lanes could slow speeds across the bridge.

To widen the roadway, workers will widen the crossbeams under the roadway. After placing the temporary safety barrier, then they will remove the existing bridge rail and remove the edge of the existing roadway deck. Next will be the setting of new bridge girders. Crews will install the new bridge deck. Finally, crews will install the new bridge

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Tribal liaison vital part of WSDOT business

Increasing communication with the public it serves remains top priority for the Washington State Department of Transportation. A vital link in this chain of communication is the WSDOT Tribal Liaison.

For many years, WSDOT placed its tribal liaison within the planning department, and the liaison's main responsibilities included providing technical assistance to our state's Native American tribes.

Washington State is home to 29 federally recognized tribes with whom WSDOT maintains government-to-government relations, and a total of 37 tribes with varying degrees of interest in transportation projects. Four tribes are awaiting federal

recognition; another four have reservations located outside of the state but have traditional homelands and treaty rights in Washington.

In September 2002, the Tribal Liaison position moved to the WSDOT Government Relations office and liaison duties were expanded to increase government-to-government relations, education and communication.

The elevated and expanded position allowed WSDOT and tribes to work together more efficiently, and allows the li-

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Colleen Jollie

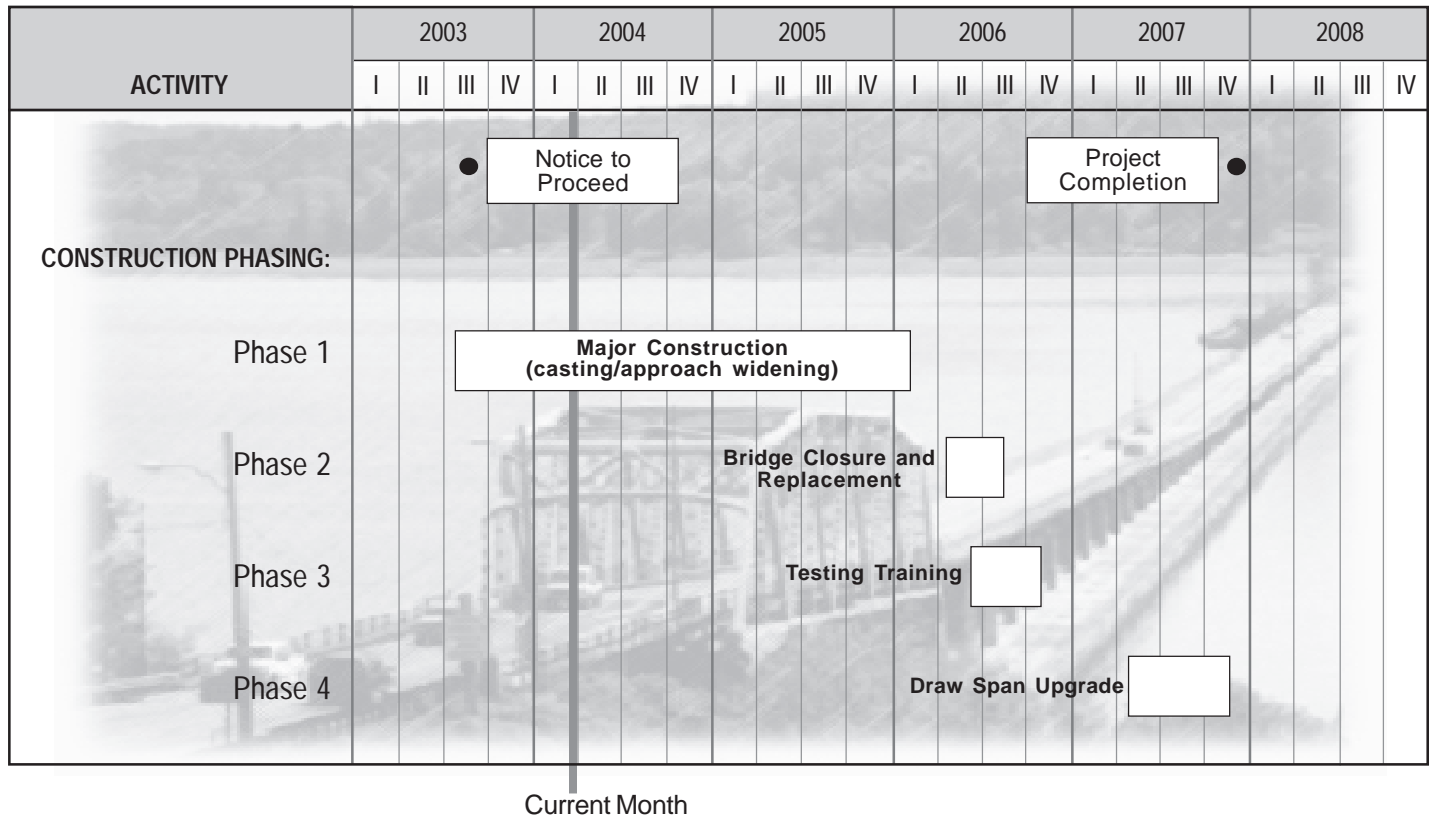
Hood Canal Bridge News

is prepared monthly by the WSDOT as a service to those interested in the Hood Canal Bridge retrofit and replacement project.

Traffic information Hood Canal Bridge:
1-800-419-9085.

Weather and roadway conditions:
www.wsdot.wa.gov/traffic.

If you have any comments on **Hood Canal Bridge News** or would like more information contact Lloyd Brown, communication manager, at (360) 357-2789 or via E-mail: brownl@wsdot.wa.gov.



Tribal

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liaison to serve as a primary contact for Washington's tribes.

The tribes and the Bureau of Indian Affairs (BIA) have their own road systems, 1,282 centerline miles of BIA roads in Washington.

Some state, county, and city roads are physically located on, or serve, reservation lands and are included in the Indian Reservation Roads inventories.

These are all opportunities for partnerships in a federal, state, local, tribal mix.

The Tribal Liaison provides support and guidance, introductions, and facilitates tribal meetings. The office also provides support for legislative actions that relate to tribal mat-

ters.

The liaison strives to improve coordination and communication with the Bureau of Indian Affairs – Indian Reservation Roads Program and the Federal Highway Administration regarding tribal interests in transportation.

This office is also a point of contact for other state agencies and tribal liaisons.

Besides the statewide Tribal Liaison, each of WSDOT's six regions has its own tribal coordinator. In addition, WSDOT developed a government-to-government training program for its staff that included education on tribal sovereignty, history, and culture.

Although the service is contracted through the Governor's Office of Indian Af-

fairs, using their curriculum and trainer, the liaison has the primary responsibility to tailoring the program for WSDOT.

The liaison works closely with the Northwest and Alaska Tribal Technical Assistance Program (TTAP) and the WSDOT Local Technical Assistance Program (LTAP) to promote training on a wide variety of subjects for tribal audiences.

Training in four critical areas were developed in 2002: Data Input to the State Transportation Improvement Plan (STIP); Cultural Resources and the Historic Preservation Act – Section 106 Compliance; Financing Federal Aid Highways; and Tribal Employment Rights Ordinance Compliance in Highway Construction.

Widening

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railing and install lighting.

After the completion of the south side crews will repeat the process on the northern side.

Eventually, crews will begin west-half approach work, including construction of two temporary work trestles.

Crews will then build new piers under the existing roadway. A new roadway approach section will be built next to the existing approach.

Once the new approach and piers are com-

pleted, there will be a weekend bridge closure so crews can roll the existing roadway out of its alignment and roll the new roadway approach into its new position.

Each closure, beginning no earlier than 8 p.m. on Friday and ending no later than 4 a.m. the following Tuesday, will be scheduled six weeks in advance.

In order to minimize bridge closure, the final piece of the west half widening, replacing the steel truss sections, will coincide with installation of the bridge's new eastern half.

Americans with Disabilities Act (ADA) Information

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.